

ORDINANCE NO. 1820

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AMENDING ORDINANCE NUMBER 1437, THE COMPREHENSIVE PLAN (CPA-96-01) BY ADOPTING THE TRANSPORTATION SYSTEM PLAN AS AN ANCILLARY DOCUMENT; AND REPLACING THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN WITH THE TEXT AND MAPS IN CHAPTER EIGHT OF THE TRANSPORTATION SYSTEM PLAN.**

**WHEREAS**, the City of Milwaukie desires to review, amend and revise its Comprehensive Plan on a regular basis; and

**WHEREAS**, the Transportation System Plan has been developed by the City with the assistance of three citizen working groups and extensive opportunity for public comment, and reviewed by adjacent jurisdictions and relevant public agencies; and

**WHEREAS**, the Transportation System Plan fosters State Planning Goal 12 and implements the State Transportation Planning Rule requirement for local governments to complete long-range multi-modal transportation plans; and

**WHEREAS**, the Planning Commission has reviewed the Transportation System Plan, CPA-96-01 at a duly advertised public hearing on May 27, 1997; and

**WHEREAS**, the City Council held a duly advertised public hearing on June 17, 1997;

**NOW, THEREFORE, THE CITY OF MILWAUKIE DOES ORDAIN AS FOLLOWS:**

Section 1. Findings. Findings of fact in support of the proposed amendment are as follows:

1. CPA 96-01 is a legislative action that has been prepared in accordance with the provisions of Section 1011.5 of the Milwaukie Zoning Ordinance.

2. The draft Transportation System Plan (Exhibit 1) has been evaluated in accordance with Policy 7, Objective 1 from Chapter 2 of the Milwaukie Comprehensive Plan as detailed in Findings 3 through 7.

3. **Conformance with the Comprehensive Plan, its goals, policies, and spirit.** The proposed final draft Transportation System Plan is in conformance with the goals, policies and spirit of the Milwaukie Comprehensive Plan. Adopting the Transportation System Plan as an ancillary document will provide the factual basis and substantiation for the new goals, objectives and policies found in Chapter 8 that will replace and make current those policies now in Chapter 5 of the Comprehensive Plan.

The planning process for the Transportation System Plan has been carried out in accordance with the policies related to Objectives 2 and 3, Chapter 1 that encourage broadly based public participation and promote informed public participation in planning decisions. The Plan will also facilitate policies found in Chapter 3 (Air, Water and Land Resources Quality Element) Objectives 1 and 2, because it provides a means to control air quality problems through local land use and transportation planning. The Plan also promotes traffic management measures designed to improve traffic flow on the Milwaukie Expressway, McLoughlin Boulevard, and major arterials consistent with Objective 3, Policy 5 in Chapter 3.

The functional classification scheme used in the Transportation System Plan enables realization of land use policies found under Objective 2, Chapter 4 (Residential Land Use Density and Location) of the Milwaukie Comprehensive Plan. The Transportation System Plan proposes multi-modal access improvements and roadway design standards along McLoughlin Boulevard and ORE224 consistent with the policies of Objective 13, Chapter 4 of the Milwaukie Comprehensive Plan. The Transportation System Plan recommends using neighborhood traffic management techniques to promote Neighborhood Element Needs Objective 2, Chapter 4 of the Milwaukie Comprehensive Plan. The provision of enhanced pavement maintenance facilitates Objective 2, Chapter 4 of the Milwaukie Comprehensive Plan; and the Neighborhood Area Guidelines found in Chapter 4 of the Milwaukie Comprehensive Plan are strengthened by the addition of complementary transportation policies and proposed projects contained in the Transportation System Plan.

The Plan provides for a coherent and predictable extension of transportation improvements in accordance with the City Growth Element, Chapter 6 of the Milwaukie Comprehensive Plan.

**4. Public need for change.** The City of Milwaukie has not previously completed a comprehensive multi-modal transportation plan that identifies and addresses all transportation system needs over a twenty year period. The existing Transportation Element focuses mainly on automobiles and transit and does not comprehensively address other modes of transportation, especially bicycling and walking. In-depth existing and future condition analyses had not been previously completed by the City to the benefit of the public. Current State mandates, plans and policies, require that local governments plan for all modes of transportation in an integrated fashion.

**5. Public need is best satisfied by this particular change.** This plan amendment accomplishes the public need for change by providing the policy framework and identifying project improvements that satisfy the public's need for a balanced and diverse, safe and accessible transportation system. The Transportation System Plan was accomplished through extensive research and public participation.

**6. The change will not adversely affect the health, safety, and welfare of the community.** The proposed Comprehensive Plan amendment recommends solutions to identified public needs that relate to safety and well-being of citizens traveling in Milwaukie and the greater region. Enhanced safety improvements will be made through proposed transportation system infrastructure projects. The proposed Goals, Objectives and Policies section of the

Transportation Element includes language directed at programs and activities that will enhance livability and positively impact the health, safety and welfare of the community.

**7. The change is in conformance with applicable Statewide Planning Goals.** The proposed Comprehensive Plan amendment is in conformance with Statewide Planning Goals: 1- Citizen Involvement and 12 - Transportation. A public involvement program was established at the beginning of the Transportation System Plan project. Public meetings were conducted from the beginning of the project and continue through public review and adoption. Three citizen working groups participated in the identification of needs, priorities, solutions and draft document review. Public input has been solicited through presentations at community organizations and also from relevant agency staff reviews of work products. The proposed Comprehensive Plan amendment is consistent with Statewide Planning Goal 12 - Transportation, because the City has completed a comprehensive long-range multi-modal plan that meets State guidelines, and addresses areas of focus as listed in the Transportation Planning Rule 660-12-020. Milwaukie's proposed Transportation System Plan has an overall goal that is consistent with the Statewide Planning Goal, "to provide and encourage a safe, convenient and economic transportation system".

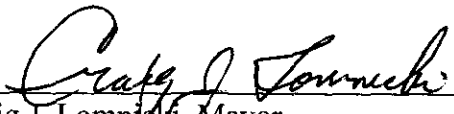
Section 2. Comprehensive Plan Ancillary Document. The Transportation System Plan is adopted as an ancillary document to the Comprehensive Plan of Ordinance 1437.

Section 3. Comprehensive Plan Amendment. The text of Chapter Five, Transportation Element Objectives 1-9 inclusive and related policies, including Map 8, found on pages 5TR-1 through 5TR-11 of the Milwaukie Comprehensive Plan, is replaced with Chapter Eight of the Transportation System Plan as presented in Exhibit 3 of the City Council staff report dated June 20, 1997.

Read the first time on ~~July 1, 1997~~ and moved to second reading by 4-1 vote of the City Council.


Read the second time and adopted by the City Council on July 15, 1997

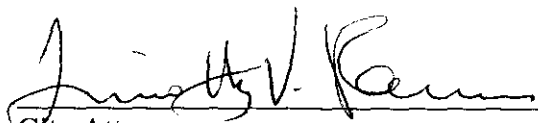
Signed by the Mayor on July 15, 1997

  
Craig J. Lomnicki, Mayor

ATTEST:

APPROVED AS TO FORM:  
O'DONNELL, RAMIS, CREW, CORRIGAN &  
BACHRACH

  
Pat DuVal, City Recorder

  
City Attorney